

MASON'S

O.K. SAUCE
THE GOLD-MEAT SPECIALITY

Hongkong Daily Press

SUBSCRIPTIONS ESTABLISHED 1847

RETRENCHMENT
is sometimes necessary in domestic or business life. BUT NEVER RETRENCH where your eyes are concerned. Money is never better spent than on the eyes if they need ATTENTION!

W. J. JACKSON
15, Queen's Road Central, HONGKONG.

No. 18,433. 號三第百四千九萬一第 日九廿月七年申庚 HONGKONG, SATURDAY, SEPTEMBER 11TH, 1920. 六拜禮 日一十月九年九國民華中 PRICE, \$3 PER MONTH.

INTIMATIONS

JUST LANDED

SULLIVAN, POWELL & CO. LTD.

EGYPTIAN CIGARETTES

SUB ROSA No. 2

SOLE AGENTS:

CALDBECK, MACGREGOR & CO. LTD.

15, QUEEN'S ROAD CENTRAL.

Tel. No. 75.

CARTRIDGES!

NEWLY ARRIVED.

A large consignment of **ELLY'S** SPORTING CARTRIDGES, 12, 16, and 20 bore, loaded with the Sportsman's favorite powder—E.C. and SMOKELESS DIAMOND.

THE HONGKONG SPORTING ARMS AND AMMUNITION STORE,
Nos. 4-6, Beaconsfield Arcade.

A LING & CO.
19, QUEEN'S ROAD CENTRAL, HONGKONG.

FURNITURE AND PHOTO GOODS

GLASS, BRASS, EMBROIDERED, AND MIRROR MAKING.

CURTAIN MAKING IN VARIOUS SHADINGS.

Photographic Goods of Every Description.

Draw, Upholstery and Embroidery.

Telephone 1512.

FRENCH LESSONS

G. MOUSSON.

15, MORRIS HILL ROAD.

PEAK TRAMWAY CO., LIMITED.

TIME TABLE

WEEK DAYS

7:00 a.m. to 8:00 a.m. every 15 minutes

8:00 " " 11:00 " " 15 "

11:30 " " 12:30 p.m. " 15 "

12:30 p.m. to 2:30 p.m. " 15 "

2:30 " " 5:00 " " 15 "

5:00 " " 8:10 " " 10 "

NIGHT CARS

8:50 p.m. to 9:00 p.m. every 30 minutes

9:30 p.m. to 11:30 p.m. every 30 minutes

11:45 p.m.

SATURDAY

Extra Car—12 midnight.

SUNDAYS

7:30 a.m. to 10:30 a.m. every 15 minutes

10:30 " " 11:00 " " 10 "

11:30 " " 12:00 noon " 15 "

12:00 noon to 1:00 p.m. " 15 "

1:00 p.m. to 5:00 p.m. " 15 "

5:00 " " 8:30 " " 10 "

NIGHT CARS

As on Week Days.

SPECIAL CASES by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.

Season and punch tickets available for all cars, not already full, running at the time stated in the Company's time-table, but not for special cars can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes, or by Cheque or Company Order representing Bank Notes.

KOWLOON-CANTON RAILWAY.

TIME TABLE.

On and after **THURSDAY, April 22nd, 1920**, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

Stations	No. 1 Local	No. 2 Through Express	No. 3 Through Express	No. 4 Local	No. 5 Local	No. 6 Local	No. 7 Local	No. 8 Local	No. 9 Local	No. 10 Local	No. 11 Local	No. 12 Local	No. 13 Local	No. 14 Local	No. 15 Local	No. 16 Local	No. 17 Local	No. 18 Local	No. 19 Local	No. 20 Local
CANTON (The New) dep.	7:00	7:15	7:30	7:45	8:00	8:15	8:30	8:45	9:00	9:15	9:30	9:45	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45
YUEH LUNG arr.	7:05	7:20	7:35	7:50	8:05	8:20	8:35	8:50	9:05	9:20	9:35	9:50	10:05	10:20	10:35	10:50	11:05	11:20	11:35	11:50
Shen Chi arr.	7:10	7:25	7:40	7:55	8:10	8:25	8:40	8:55	9:10	9:25	9:40	9:55	10:10	10:25	10:40	10:55	11:10	11:25	11:40	11:55
Shen Chi dep.	7:15	7:30	7:45	8:00	8:15	8:30	8:45	9:00	9:15	9:30	9:45	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00
Shen Chi arr.	7:20	7:35	7:50	8:05	8:20	8:35	8:50	9:05	9:20	9:35	9:50	10:05	10:20	10:35	10:50	11:05	11:20	11:35	11:50	12:05
Shen Chi dep.	7:25	7:40	7:55	8:10	8:25	8:40	8:55	9:10	9:25	9:40	9:55	10:10	10:25	10:40	10:55	11:10	11:25	11:40	11:55	12:10
Shen Chi arr.	7:30	7:45	8:00	8:15	8:30	8:45	9:00	9:15	9:30	9:45	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15
Shen Chi dep.	7:35	7:50	8:05	8:20	8:35	8:50	9:05	9:20	9:35	9:50	10:05	10:20	10:35	10:50	11:05	11:20	11:35	11:50	12:05	12:20
Shen Chi arr.	7:40	7:55	8:10	8:25	8:40	8:55	9:10	9:25	9:40	9:55	10:10	10:25	10:40	10:55	11:10	11:25	11:40	11:55	12:10	12:25
Shen Chi dep.	7:45	8:00	8:15	8:30	8:45	9:00	9:15	9:30	9:45	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30
Shen Chi arr.	7:50	8:05	8:20	8:35	8:50	9:05	9:20	9:35	9:50	10:05	10:20	10:35	10:50	11:05	11:20	11:35	11:50	12:05	12:20	12:35
Shen Chi dep.	7:55	8:10	8:25	8:40	8:55	9:10	9:25	9:40	9:55	10:10	10:25	10:40	10:55	11:10	11:25	11:40	11:55	12:10	12:25	12:40
Shen Chi arr.	8:00	8:15	8:30	8:45	9:00	9:15	9:30	9:45	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45
Shen Chi dep.	8:05	8:20	8:35	8:50	9:05	9:20	9:35	9:50	10:05	10:20	10:35	10:50	11:05	11:20	11:35	11:50	12:05	12:20	12:35	12:50
Shen Chi arr.	8:10	8:25	8:40	8:55	9:10	9:25	9:40	9:55	10:10	10:25	10:40	10:55	11:10	11:25	11:40	11:55	12:10	12:25	12:40	12:55
Shen Chi dep.	8:15	8:30	8:45	9:00	9:15	9:30	9:45	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	13:00
Shen Chi arr.	8:20	8:35	8:50	9:05	9:20	9:35	9:50	10:05	10:20	10:35	10:50	11:05	11:20	11:35	11:50	12:05	12:20	12:35	12:50	13:05
Shen Chi dep.	8:25	8:40	8:55	9:10	9:25	9:40	9:55	10:10	10:25	10:40	10:55	11:10	11:25	11:40	11:55	12:10	12:25	12:40	12:55	13:10
Shen Chi arr.	8:30	8:45	9:00	9:15	9:30	9:45	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	13:00	13:15
Shen Chi dep.	8:35	8:50	9:05	9:20	9:35	9:50	10:05	10:20	10:35	10:50	11:05	11:20	11:35	11:50	12:05	12:20	12:35	12:50	13:05	13:20
Shen Chi arr.	8:40	8:55	9:10	9:25	9:40	9:55	10:10	10:25	10:40	10:55	11:10	11:25	11:40	11:55	12:10	12:25	12:40	12:55	13:10	13:25
Shen Chi dep.	8:45	9:00	9:15	9:30	9:45	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	13:00	13:15	13:30
Shen Chi arr.	8:50	9:05	9:20	9:35	9:50	10:05	10:20	10:35	10:50	11:05	11:20	11:35	11:50	12:05	12:20	12:35	12:50	13:05	13:20	13:35
Shen Chi dep.	8:55	9:10	9:25	9:40	9:55	10:10	10:25	10:40	10:55	11:10	11:25	11:40	11:55	12:10	12:25	12:40	12:55	13:10	13:25	13:40
Shen Chi arr.	9:00	9:15	9:30	9:45	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	13:00	13:15	13:30	13:45
Shen Chi dep.	9:05	9:20	9:35	9:50	10:05	10:20	10:35	10:50	11:05	11:20	11:35	11:50	12:05	12:20	12:35	12:50	13:05	13:20	13:35	13:50
Shen Chi arr.	9:10	9:25	9:40	9:55	10:10	10:25	10:40	10:55	11:10	11:25	11:40	11:55	12:10	12:25	12:40	12:55	13:10	13:25	13:40	13:55
Shen Chi dep.	9:15	9:30	9:45	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	13:00	13:15	13:30	13:45	14:00
Shen Chi arr.	9:20	9:35	9:50	10:05	10:20	10:35	10:50	11:05	11:20	11:35	11:50	12:05	12:20	12:35	12:50	13:05	13:20	13:35	13:50	14:05
Shen Chi dep.	9:25	9:40	9:55	10:10	10:25	10:40	10:55	11:10	11:25	11:40	11:55	12:10	12:25	12:40	12:55	13:10	13:25	13:40	13:55	14:10
Shen Chi arr.	9:30	9:45	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	13:00	13:15	13:30	13:45	14:00	14:15
Shen Chi dep.	9:35	9:50	10:05	10:20	10:35	10:50	11:05	11:20	11:35	11:50	12:05	12:20	12:35	12:50	13:05	13:20	13:35	13:50	14:05	14:20
Shen Chi arr.	9:40	9:55	10:10	10:25	10:40	10:55	11:10	11:25	11:40	11:55	12:10	12:25	12:40	12:55	13:10	13:25	13:40	13:55	14:10	14:25
Shen Chi dep.	9:45	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	13:00	13:15	13:30	13:45	14:00	14:15	14:30
Shen Chi arr.	9:50	10:05	10:20	10:35	10:50	11:05	11:20	11:35	11:50	12:05	12:20	12:35	12:50	13:05	13:20	13:35	13:50	14:05	14:20	14:35
Shen Chi dep.	9:55	10:10	10:25	10:40	10:55	11:10	11:25	11:40	11:55	12:10	12:25	12:40	12:55	13:10	13:25	13:40	13:55	14:10	14:25	14:40
Shen Chi arr.	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	13:00	13:15	13:30	13:45	14:00	14:15	14:30	14:45
Shen Chi dep.	10:05	10:20	10:35	10:50	11:05	11:20	11:35	11:50	12:05	12:20	12:35	12:50	13:05	13:20	13:35	13:50	14:05	14:20	14:35	14:50
Shen Chi arr.	10:10	10:25	10:40	10:55	11:10	11:25	11:40	11:55	12:10	12:25	12:40	12:55	13:10	13:25	13:40	13:55	14:10	14:25	14:40	14:55
Shen Chi dep.	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	13:00	13:15	13:30	13:45	14:00	14:15	14:30	14:45	15:00
Shen Chi arr.	10:20	10:35	10:50	11:05	11:20	11:35	11:50	12:05	12:20	12:35	12:50	13:05	13:20	13:35	13:50	14:05	14:20	14:35	14:50	15:05
Shen Chi dep.	10:25	10:40	10:55	11:10	11:25	11:40	11:55	12:10	12:25	12:40	12:55	13:10	13:25	13:40	13:55	14:10	14:25	14:40	14:55	15:10
Shen Chi arr.	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	13:00	13:15	13:30	13:45	14:00	14:15	14:30	14:45	15:00	15:15
Shen Chi dep.	10:35	10:50	11:05	11:20	11:35	11:50	12:05	12:20	12:35	12:50	13:05	13:20	13:35	13:50	14:05	14:20	14:35	14:50	15:05	15:20
Shen Chi arr.	10:40	10:55	11:10	11:25	11:40	11:55	12:10	12:25	12:40	12:55	13:10	13:25	13:40	13:55	14:10	14:25	14:40	14:55	15:10	15:25
Shen Chi dep.	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	13:00	13:15	13:30	13:45	14:00	14:15	14:30	14:45	15:00	15:15	15:30
Shen Chi arr.	10:50	11:05	11:20	11:35	11:50	12:05	12:20	12:35	12:50	13:05	13:20	13:35	13:50	14:05	14:20	14:35	14:50	15:05	15:20	15:35
Shen Chi dep.	10:55	11:10	11:25	11:40	11:55	12:10	12:25	12:40	12:55	13:10	13:25	13:40	13:55	14:10	14:25	14:40	14:55	15:10	15:25	15:40
Shen Chi arr.	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	13:00	13:15	13:30	13:45	14:00	14:15	14:30	14:45	15:00	15:15	15:30	15:45
Shen Chi dep.	11:05	11:20	11:35	11:50	12:05	12:20	12:35	12:50	13:05	13:20	13:35	13:50	14:05	14:20	14:35	14:50	15:05	15:20	15:35	15:50
Shen Chi arr.	11:10	11:25	11:40	11:55	12:10	12:25	12:40	12:55	13:10	13:25	13:40	13:55	14:10	14:25	14:40	14:55	15:10	15:25	15:40	15:55
Shen Chi dep.	11:15	11:30	11:45	12:00	12:15	12:30	12:45	13:00	13:15	13:30	13:45	14:00	14:15	14:30	14:45	15:00	15:15	15:30	15:45	16:00
Shen Chi arr.	11:20	11:35	11:50	12:05	12:20	12:35	12:50	13:05	13:20	13:35	13:50	14:05	14:20	14:35	14:50	15:05	15:20	15:35	15:50	16:05
Shen Chi dep.	11:25	11:40	11:55	12:10	12:25	12:40	12:55	13:10	13:25	13:40	13:55	14:10	14:25	14:40	14:55	15:10	15:25	15:40	15:55	16:10
Shen Chi arr.	11:30	11:45	12:00	12:15	12:30	12:45	13:00	13:15	13:30	13:45	14:00	14:15	14:30	14:45	15:00	15:15	15:30	15:45	16:00	16:15
Shen Chi dep.	11:35	11:50	12:05	12:20	12:35	12:50	13:05	13:20	13:35	13:50	14:05	14:20	14:35	14:50	15:05	15:20	15:35	15:50	16:05	16:20
Shen Chi arr.	11:40	11:55	12:10	12:25	12:40	12:55	13:10	13:25	13:40	13:55	14:10	14:25	14:40	14:55	15:10	15:25	15:40	15:55	16:10	16:25
Shen Chi dep.	11:45	12:00	12:15	12:30																

R. R. ROXBURGH,
Manager for China.
HONGKONG HOTEL.

HOTEL MANSIONS

ASK WATSON'S!

This is the "crisis night" season with Chinese. We learn from our Cantonese friends that the season has been most successful, both in Gaozhou and Paitan. The stakes have been as high as the past years at each night. Some of the reasons for the success are that the Government has not shown any interference, and trade is now dull, thus giving much to the people to attend the games for

CABLES

LATEST CABLES

(THROUGH ASIATIC AGENTS.)

M. MILLERAND'S TOUR.

RECEPTION IN RHINELAND.

Cometz, September 10th.
General Allen, commanding the American troops in the Rhineland gave a dinner in honour of M. Millerand and Marshal Foch.
General Allen, in his address, said particular stress on the perfect harmony between the French and American authorities on the Rhine.
M. Millerand, replying, expressed faith in the "indivisibility" of the French and American entente.
Resuming his journey along the Rhine, M. Millerand was given a hearty reception at Weisbaden in the very palace whence the Kaiser fled to Holland. M. Millerand stated: "We will see to it that the Treaty is executed and our rights protected."

NEW FRENCH LOAN.

8 PER CENT GOLD BONDS.

New York, September 8th.
The new \$100,000,000 French loan will run for twenty-five years and bear interest at 8 per cent. It will take the form of gold bonds and be a direct lien on the French Government. France agrees to pay the minimum of \$4,000,000 annually in the first five years towards the purchase of the bonds, and will subsequently redeem them by lot at 110.

ANGLO-FRENCH ENTENTE.

MR. LLOYD GEORGE'S VIEWS.

Paris, September 8th.
A Havas message says:—
In replying to the address of welcome of the Mayor of Calais, Mr. Lloyd George, who was returning to England from Switzerland, said that intimate co-operation between France and England must continue. "Mutual goodwill is for the good not only of both the nations but of the entire world."

BRITISH AMBASSADOR TO FRANCE.

FRENCH GOVERNMENT'S APPROVAL.

Paris, September 8th.
A Havas message says:—
The French Government has agreed to the nomination to the British Ambassadorship in Paris of Lord Hardinge, ex-Viceroy of India.

LORD HARDINGE'S APPOINTMENT.

London, September 8th.
The appointment of Lord Hardinge as British Ambassador to France has been officially announced.

Lord Derby is relinquishing his office of personal and private grounds as from the latter half of November.

IMPROVED SITUATION IN MESOPOTAMIA.

London, September 8th.
A War Office communique in regard to the situation in Mesopotamia states that tribesmen, using bombs from the captured armoured train, ineffectively attacked Samarra. Artillery dispersed them with the loss of a body of riflemen who were sleeping in Nassiriyah. All is quiet in the middle Euphrates.

British aeroplanes have raided the camps of the rebellious Sheikhs in the Upper Euphrates. The North Bagdad-Samarra railway is now practically running in order again. British aircraft bombed and machine-gunned insurgent camps near Istabul on September 8th. The country, north-east of Bagdad, is quiet. The Thirty-Fourth Brigade Column has moved up to Ababwa, north-east of Bagdad, to mend the railway and construct posts.

PERSIAN COSSACKS REPULSE REDS.

A Persian Cossack Column moving north from Meshed repulse the Reds and occupied the village of Imasatashchen.

THE ST. LEGER.

FURTHER PARTICULARS OF THE RACE.

London, September 8th.
Albany made the running from Abbots Wood, Shrewsbury, Derby, and Spire. The mile was won by Albany. A quarter of a mile from home Caligula rushed in from a fine race. Brainfield was fourth. Spire won the favourite at 3 to 1. Finished third. The time was 3 mins. 7 3/4 secs. Daylight Patrol was ridden by Giggles. Reddy, Ed by Piper and Stroudhill by Carbine. With the exception of Golden Goddess and Golden Star, the starters were identical with the list of probabilities.

POLAND AND RUSSIA

SOVIET REPLY TO MR. BALFOUR'S NOTE.

LONDON, September 8th.

NOTE.

M. Tolstoy, replying to Mr. Balfour's

Note states he is of opinion that the

latter is under an illusion as regards the

Bolshevik military situation. M.

Tolstoy endeavours to show that the

setback before Warsaw was merely an un-

successful result of one particular opera-

tion and argues that the situation there even

was altered to the Soviet advantage, be-

cause reinforcements had been despatched.

He charges Mr. Balfour with repeating

inventing accusations relating to the non-

disclosure of the proposal for the formation

of a Polish militia.

Referring to Mr. Balfour's observation

regarding the Soviet's supposed failure to

increase the welfare of the poor, M.

Tolstoy launches on a high-sounding

description of the opportunities afforded to

the masses to enjoy the marvels of art

formerly withheld and tells how palaces

have been converted into great popular clubs

where elevating entertainment abounds.

TROUBLED IRELAND.

MR. LLOYD GEORGE'S FIRMNESS.

LONDON, September 8th.

The Prime Minister has emphasised the

Government's policy towards the hunger-

strikers in replying to the ex-High Sheriff

of the County of Cork who appealed on

behalf of eleven untried prisoners who were

hunger-striking in Cork prison.

Mr. Lloyd George states that the men

were arrested either actually murdering

attacking the police and soldiers, or upon

the clear direct evidence of complicity in

the murders and other very serious offences.

The Prime Minister points out that they

were evidently engaged in a combined effort

to render their trial impossible, as, although

arrested on various dates, they simultane-

ously hunger-struck on August 11th. The

Government, therefore, was unable to pro-

ceed to try them. He also adds that it is

impossible to allow the men charged with

such grave offences to escape trial by their

own act. If this were permitted there would

be an end to any possibility of enforcement

of the law and the administration of justice.

MR. ASQUITH'S VIEWS.

Mr. Asquith has informed Mr. White-

house M.P. that he regards the decision

to allow hunger-striking to direct prison a

political blunder of the first magnitude and

fears his intervention will not alter the

Prime Minister's decision.

BRITISH TRADE RETURNS.

MORE ENCOURAGING FIGURES.

LONDON, September 8th.

A great increase in exports from the

United Kingdom is the feature of the

Board of Trade returns for August. The

exports total £115,000,000, an increase of

£10,000,000 compared with August, 1919.

Imports total £153,250,000, an increase of

£4,500,000.

The principal increases in exports are:

Cotton manufactures, £14,000,000; iron

and steel and manufactures thereof,

£5,500,000; coal, £3,500,000; woollen goods,

£1,250,000.

The principal increases in imports are:

Grain and flour, £7,500,000; paper-making

materials, £2,000,000; rubber, £1,250,000.

The principal decreases in imports are:

Meat, £10,000,000; cotton, £7,000,000.

Re-exports of foreign and colonial mer-

chandise total £14,250,000, a decrease of

nearly £2,000,000.

The exports for the eight months ending

August 31st total £910,000,000, and the

imports £1,251,000,000, while re-exports of

foreign and colonial merchandise total

£107,000,000, an increase of £24,000,000.

ENVER PASHA LEADING

BOLSHEVIKS.

MARCHING ON INDIA.

LONDON, September 8th.

It is reported from Moscow that Enver

Pasha, at the request of M. Lenin and

M. Trotsky, has been appointed Commis-

sioner-in-chief of the Bolshevik forces which

are marching on India. The Bolshevik

forces in the Caucasus, Persia, Afghanistan

and Turkestan have been placed under his

command.

Enver Pasha recently journeyed at the

Bolshevik headquarters at Baku with

M. Trotsky after being received by M.

Lenin at Moscow.

The French diplomatic circle consider

the principal aim of this measure is to

compel Great Britain to make peace with

Russia quickly.

EARTHQUAKES IN ITALY.

THREE HUNDRED DEATHS.

ROME, September 8th.

The Spoca estimates that 300 were killed

as a result of the earthquake which swept

over the north-west of Italy. Accounts of

serious damage continue to arrive.

HOME CRICKET.

LONDON, September 8th.

The Gloucestershire players, who were

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TO H.M. THE KING.

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There is no simpler or more natural remedy for the maintenance of good health and buoyant cheerfulness than the daily glass of water with a dash of

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The world's greatest authority on the subject of Fruit Salt, and there has been known for half a century by the Trade and Public to mean the very best of J. G. ENO, Ltd., and no other. It is frequently referred to as ENO'S.



A truth which nobody denies

is, that the marring of whisky by time and nature cannot be hurried. Only by years in bottle can it acquire the mellowness for which

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is famous.
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20000 Doctors

are recommending **PLASMON**

Because it yields a delicious beverage far more nutritious than ordinary Cocoa.

AND HIS MINER HOME

WHY NOT REMEMBER THE MINING VILLAGES?

R. P. Phillips writes in the Daily Express.

To the great majority of British citizens the miner is a strange and peculiar being. He mainly occupies himself in demanding wage increases, and who, in his spare time, performs the unpleasant task of having coal for the same citizens to buy and burn it and when they have been able to save up sufficient money to do so.

During the next few weeks the miner is likely to be the most discussed and probably the most abused man in the country. What manner of man is he and what manner of life does he lead?

He is a very human being. Possibly that is what we most often forget. His work is a gamble with life—his own.

His recreations are few, his opportunities for real life, fewer still. He has some most gorgeous motor cars. In the main, however, he is not so much different from the rest of us. He has his wife, his children, and he gives a choice. I think one would be wise to be a miner, that a miner's wife.

DEAR AND DEARLY
The average wage of a full-blown miner is probably between £2 10s. and £3 per week. Many get far more, many far less. Often family earnings mount up to a big figure. Then, like the rest of us, they either save or squander it. As a rule the miner spends about eight hours a day getting to the coal face, working and returning.

His leisure he spends either whistling, racing, or at the working men's club. He does not spend it at home, for the simple reason that he does not possess one. There are no miners' homes. Instead, there are long rows of drab little structures, usually containing three rooms—one room downstairs, which serves as sitting-room, parlour, kitchen, scullery, and which usually has a bed in one corner, and two tiny bedrooms upstairs. Never is there a bathroom, seldom a washhouse.

THOSE AFTERNOONS
I know of one mining village where the authorities became imbued with immense progressivism. A bathroom was provided for every miner's dwelling. As the bathrooms consisted of a hut on the opposite side of the road from the cottages, with no water supply, the experiment was not a conspicuous success.

There is little adult education in a mining village. I imagine one has to be born with the urge for learning to search for it after a day of the mine and a scanty meal performed within a few inches of the supper table.

The club is the great institution. Many of them have good libraries. One, which also laid claim to this distinction, was found on examination to possess a reading guide and a time table. This was an exception. The whippets and the Saturday football and usually a cinema, complete the delights of the mining community. For the children there is school. For the women there is nothing. True, they save the confusion of having to decide whether to go to the front door or the back. There is only one door to the typical miner's dwelling, and it is better to come out of it than to go in.

All of which brings us back to where we began. The miners and their wives and families are human. How any one ever tried humanising mining villages as a possible remedy for ills in the mining industry!

TRAGEDY IN BOMBAY ZOO.

MAN TORN BY LIONS.

A ghastly tragedy occurred at the Victoria Gardens, Bombay, on August 24th. A Hindu, who was seen seated on the terrace of the lion's cage in some unexplained manner, dropped into the cage. Immediately a piercing cry was heard and the horrible spectacle of two lions sitting on the breast of the unfortunate man and sucking his blood was seen. A millhand, who was seated on a bench near by, raised an alarm and the keeper and other attendants hurried to the scene. The unfortunate man was rescued by a mingled effort of brute strength and quick action. By the time the attendants had driven the lions into the inner cage the animal had so mauled the body that life was extinct. The corpse was immediately removed by the police to the morgue where an inquest was held. Inspector Ferguson, deposing before the Coroner's Court, said that from his own observations on the spot it was impossible for a man accidentally to fall from the terrace, which was protected by a railing and that the information was available as to the identity of the man.

"LE GENTLEMAN"

FRANCE ADOPTS AN ENGLISH WORD.

Paris, August 2nd.
The French Academy has conferred the honour of incorporation in an official word which is henceforward to be placed in the official dictionary. The word is "le gentleman," which is very frequently used in modern French and is a very useful word. It is a word which is very frequently used in modern French and is a very useful word. It is a word which is very frequently used in modern French and is a very useful word.

It is a word which is very frequently used in modern French and is a very useful word. It is a word which is very frequently used in modern French and is a very useful word. It is a word which is very frequently used in modern French and is a very useful word.

COMING! COMING!

THE BANDMAN COMEDY COMPANY

1920.

In a Repertoire of the Latest London Plays.

Booking plans will be open at MOUTRIE'S on Monday 13th.

DO YOU SOON TIRE?

Is indigestion sapping your strength?

That lack of energy, that desire to quit work, because you haven't the strength to carry on, is very likely caused by some trouble on the part of your stomach.

Like you, it is tired and fatigued. Yet it is not so tired as you are to obtain strength and enjoyment from your food and escape the penalties of indigestion—painful acidity, flatulence, headache, biliousness, constipation and lassitude.

You need a tonic to restore your stomach to efficient working order so that your digestive tract will disengage itself from its present state of torpor and be replaced by new vigor.

Obviously, too, you need the best tonic for your system and the best stomach tonic and liver invigorator is Mother's Syrup.

The medicinal extracts of which the Syrup is made, act directly upon the organs of digestion, clearing them up in a remarkable manner. Test it yourself!

MOTHER'S SYRUP

Helps the Weak—the Tired—the Dyspeptic

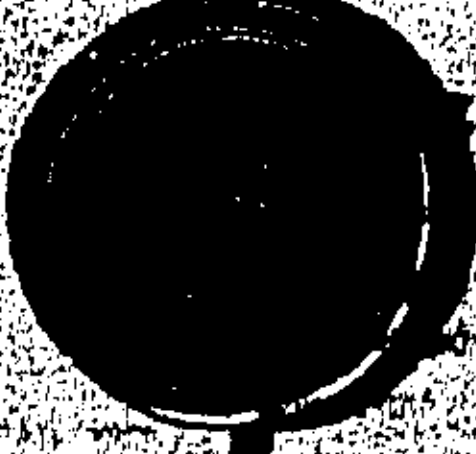


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There's no Sweeter Tobacco
which comes from Egypt and
no better brand than the

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Kashin Hotel	Matsuyama	Kanagawa Hotel	Imperial Hotel
Karuzawa	Park Hotel	Nikko Hotel	Tokyo Station Hotel
Mikasa Hotel	Miyajima	Osaka	Tokyo Seiyoken Hotel
Kobe	Miyajima Hotel	Osaka Hotel	Yokohama
Oriental Hotel	Miyajima Hotel	Shimizu	Grand Hotel
Tor Hotel	Fujiya Hotel	Saio Hotel	

IN TAIWAN (FORMOSA)

Taipei Hotel—Taiwan Railway Hotel

IN CHOSUN

Kyjo (Seoul)	Changchun	Hotel (Mukden)
Chosun Hotel	Yamato Hotel	Yamato Hotel
Pusan	Dairen	
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Shingshu	Hoshigawa	Yamato Hotel
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c/o Traffic Bureau, Department of Railways, Tokyo

THE CHANNEL TUNNEL

HOW IT WILL OPEN UP NEW
WORLD HIGHWAYS

In a well-considered article in the current issue of the *Contemporary Review*, Mr. Robert Donald deals with the problem of the Channel Tunnel. As an engineering expert, he points out, it presents no difficulties, and the former objections to it by military authorities and politicians have become of small moment. From the French point of view, the time for action is long overdue. France is ready, and has been for years, to do its part in building the tunnel. The scheme has been held back by cautious, conservative England. There are reasons why France is now, as it has been, keenly anxious about the tunnel. Like many great conceptions, it originated in the fertile brains of French engineers. Our French Allies are a brilliantly imaginative people. Civilization owes much to their genius. They have conceived some great schemes, which have practical people like ourselves have carried to completion. To the genius of De Lesseps we owe the Suez Canal, which links Europe with India and the Far East, and opened up a new world highway for commerce, from which England has reaped the greatest advantage. The same brain conceived the Panama Canal. Again, French genius invented the modern submarine which made a passage under the surface of the sea from one side of the Channel to the other, and it was a French seaplane which first turned a hole through the air from Calais to Dover. And so it was a French engineer, who first conceived the possibility of joining France and England by boring a hole under the sea. We cannot over-estimate the far-reaching effect and significance of the tunnel. It will do much more than link England to the Continent and make London the greatest terminus in Europe. Besides putting the centre of the British Empire in direct communication with the capitals of the Continent, it will open up a new highway to the East, going through the countries of our Allies, serving the new nations arising out of the ruins of the Austro-Hungarian Empire, or through regenerated Balkan States to Constantinople—the metropolis at the Gate of Asia—across the Bosphorus (by bridge or tunnel) into Anatolia, Mesopotamia, and other lands now liberated from Turkish domination, hence to Baghdad and the Persian Gulf. With offshoots northwards, it can penetrate the rich regions of the Caucasus and Southern Russia. It can be prolonged in a north-easterly direction to reach India, branching southward, it will pass through the Holy Land to Egypt, joining with the Cairo to Cape Railway—the big conception of Cecil Rhodes, now in process of realisation.

The construction of the tunnel alone is not sufficient; it is only one link—the first, essential one in the chain. Suitable connections must be made on both sides. Were our plans made on a scale to meet the opportunities which the tunnel will offer, and the developments which it will bring, a new direct route will be required from London to the Kent end of the tunnel. And that means a new Charing-cross and an opportunity for a great London improvement. The advantage of this network of railways to the British Empire will be immense. It will bring our India Empire two weeks nearer to us, and will be a vital factor in dealing with the new territories in Asia Minor for which we will hold the mandate. It will shorten the journey to Egypt. The Far East will be brought within railway touch of London. And one tunnel will lead to others. Plans have been prepared by French engineers for a tunnel under the Straits of Gibraltar, which will be a valuable new route for ourselves and our Allies. There will then be a new route to the Cape. From London to the Cape will take eight days instead of, as at present, three weeks. Belgium will be brought into closer touch with her African possessions. Trains from Paris will serve the French North African colonies. From Paris to the African port of Dakar, will only take three days. And from Dakar many ships start for South America. By this route the journey from London to Buenos Ayres will be shortened. Thus the Channel Tunnel will open up new world highways. Other railways, in the new countries of Europe in Asia, Africa, will be made in any case in connection with the rebuilding of Europe, and what will happen to London if it is not linked up? London will be sidetracked. It is impossible to exaggerate the commercial importance of the new world highway which the tunnel will create. All former estimates about the volume of traffic, passenger and goods, which would flow through the tunnel are now worthless. They assumed that there would be one tunnel not two as now planned, and they referred to conditions in a former world. Commercial intercourse will be increased between England and her Allies, and between all nations. That the Channel Tunnel will also be a commercial success everyone who has studied its possibilities is convinced, but its moral and humanitarian influence should also appear. Our Allies, France, Belgium, and Italy, eagerly await the Government's sanction of the tunnel and all the other nations of Europe would welcome an undertaking which will promote agreement by quickening intercourse and bringing peoples closer together.

The Naval and Military Gazette states: The Army Order just issued, which places on half-pay from October 1st, 1939, all holders of the Victoria Cross, who reached the age of 55 years, with permission to subsequently retire on special pension, will affect a large number of officers, especially those who were promoted from the ranks during the late war. While many of these are promoted, have reached the rank of captain, and others have voluntarily retired on pension or with a gratuity, the Government's intention is very much to encourage the establishment of the further chance of promotion is practically hopeless.

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Belonging to the Kawasaki Longshore Co., Ltd.

For Charter, Freight, and other particulars apply to the

KAWASAKI KISEN KAISHA

No. 2, 1939, 1940

Corns, Calluses Ended Quickly!

Two Drops of "Gels" Will Do It

Ever have corns or calluses with a little trouble to get rid of them? Ever use "Gels" and you will find it a quick, painless, and certain way to get rid of them. "Gels" is a corn and callus remover. It is a quick, painless, and certain way to get rid of them. "Gels" is a corn and callus remover. It is a quick, painless, and certain way to get rid of them.

Ever use "Gels" and you will find it a quick, painless, and certain way to get rid of them. "Gels" is a corn and callus remover. It is a quick, painless, and certain way to get rid of them. "Gels" is a corn and callus remover. It is a quick, painless, and certain way to get rid of them.

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AMERICAN & ORIENTAL LINE

NEW YORK via Suez

"GENERAL COURAGE" 10th Nov.
Subject to change without notice.

ORIENTAL AFRICAN LINE.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, JELAGOA BAY, DURBAN (Swaz), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—
THE BANK LINE LTD.,
Managing Agents.

"ELLERMAN" LINE.
ELLERMAN & BUCKNALL S.S. CO., LTD.

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

LONDON ... "SWAZI" ... 18th Sept.
Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

to BRUCE & CO., CANTON. THE BANK LINE LTD.,
General Agents.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamer	To Sail
SHANGHAI	"SUNNING"	On 11th Sept. 4 P.M.
SHANGHAI	"SUNNING"	On 11th Sept. 4 P.M.
SHANGHAI	"SUNNING"	On 11th Sept. 4 P.M.
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SHANGHAI LINE—PASSENGERS, MAILS AND CARGO.
Excellent Saloon accommodation. Amplest Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking cargo on through Bills of Lading to all European and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Hongkong.

BANKOK LINE—Weekly service to and from Bangkok via Swatow.
For Freight or Passenger apply to—
BUTTERFIELD & SWIRE,
Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers. Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCOW

AND RETURN.

(Occupying 2 to 10 Days).

"HAILONG"	Oct. 1st	"SATURDAY"	11th Sept., at 2 P.M.
"HAILONG"	Oct. 1st	"TUESDAY"	14th Sept., at 2 P.M.
"HAILONG"	Oct. 1st	"TUESDAY"	21st Sept., at 2 P.M.

For Freight and Passage apply to—
DOUGLAS LAFRAIR & CO.,
General Manager.

LOS ANGELES PACIFIC NAVIGATION COMPANY

TRANS-PACIFIC FREIGHT SERVICE

Operating the following U.S. Shipping Board steamers.

HONGKONG

LOS ANGELES CALIFORNIA, U.S.A.

DOUGLAS	Sept. 21st	SS. VINITA	Oct. 12th
SS. VINITA	Oct. 12th	SS. WEST HIXTON	Nov. 4th
SS. WEST HIXTON	Nov. 4th	SS. WEST MONTOP	Dec. 1st

Through Bills of Lading to all U.S. and Canadian Overland Points via Transshipment on route. Shipments connection with the Salt Lake, Santa Fe and Southern Pacific Railroads.

P. & O. - BRITISH INDIA.

APCAR AND EASTERN &

AUSTRALIAN LINES

(COMPANIES Incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES.

MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND & QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

R.S.	Time	From Hongkong (about)	Destination
"JEYPORE" (Cargo)	7.40	13th Sept.	Madras, London & Antwerp
"DILWARA"	8.40	17th Sept.	Madras, London & Antwerp
"KHIVA"	9.00	23rd Sept.	Madras, London & Antwerp
"NANKIN"	9.00	7th Oct.	Madras, London & Antwerp
"KARAGAR"	9.00	20th Oct.	Madras, London & Antwerp
"ALFORD" (Cargo)	9.00	20th Oct.	Madras, London & Antwerp

BRITISH INDIA - APCAR SAILINGS (South)

"TANDA"	7.00	14th Sept.	Madras, Rangoon & Calcutta
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EASTERN & AUSTRALIAN SAILINGS (South)

"KANOWNA"	7.00	15th Sept.	Saidan, Thursday Island, Omea, Townsville, Brisbane, Sydney & Melbourne.
"ST. ALBANS"	4.00	6th Oct.	

SAILINGS TO SHANGHAI & JAPAN

"GREGORY APCAR"	4.00	19th Sept.	Shanghai & Japan.
"ST. ALBANS"	4.00	17th Sept.	Japan direct.
"TORILLA"	4.00	17th Sept.	Shanghai & Japan.
"KASHGAR"	4.00	17th Sept.	Shanghai & Japan.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.
1st Class Passengers may travel by P. & O. Company's steamers between Hongkong and Calcutta or Rangoon and Calcutta in line of the section of their P. & O. Steamers to Calcutta.
All Cables are fitted with Electric Fast free of charge.
Passengers and sailing dates are liable to be cancelled or altered without notice.
Parcels measuring not more than 18ft. x 12ft. x 11ft. will be received at the Company's Office up to noon of the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.
Any damaged packages must be left in the Godowns for examination by the Company's Surveyors. Messrs. GOSNOLD & DOUGLAS at 10 A.M. on MONDAYS and TUESDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.
For further information, Freight Rates, Freight Handbooks, etc., apply to
MACKINNON, MACKENZIE & CO.,
Agents.

22, Des Voeux Road Central, HONGKONG.

O. S. K.

OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG

Monthly direct service via Singapore and Port Said.

"ATLAS MARU" ... Saturday, 20th Sept.

"ABU MARU" ... Saturday, 20th Oct.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.

"CANADA MARU" ... Tuesday, 2nd Nov.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

"INDUS MARU" ... Sunday, 15th Sept.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly service.

"UNAN MARU" ... Saturday, 2nd Oct.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

"KUNAJI MARU" ... Monday, 27th Sept.

VICTORIA, VANCOUVER, SEATTLE & TACOMA

Regular fortnightly service touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago, Milwaukee and St. Paul Railway.

"ARABIA MARU" ... Monday, 27th Sept.

SAN FRANCISCO & NEW ORLEANS.

NEW YORK—Regular monthly service via Japan Ports, San Francisco, Panama and Colon Ports.

"HONOLULU MARU" ... Monday, 20th Sept.

NEW ORLEANS LINE.

"SUMATRA MARU" ... Monday, 6th Nov.

JAPAN PORTS—Mitsui, Kure, Yokohama & Tokyo.

"ANDES MARU" ... Monday, 15th Sept.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class passengers and will arrive and leave from the O.S.K. wharf near the Western Office.

"AMAKUSA MARU" ... Saturday, 11th Sept.

"KAJU MARU" ... Sunday, 15th Sept.

TAKAO via SWATOW & AMOY.

"KOSHI MARU" ... Thursday, 23rd Sept.

For sailing dates and further particulars please apply to—
Y. YAMADA, Manager,
No. 1, Queen's Building.T. K. K.
TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"The Pathway of the Sun."

STEAMERS	TONS	LEAVE HONGKONG
PERSIA MARU	9,000	Sept. 12th.
KORRA MARU	30,000	Sept. 20th.
SIBERIA MARU	20,000	Oct. 12th.
TENYO MARU	22,000	Oct. 28th.

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO, MOLENDINO, ARICA & IQUIQUE.

THROUGH BY TRANS-ANDALUS ROUTE TO BURGOS AND BILBAO.

STEAMERS	TONS	LEAVE HONGKONG
ANTO MARU	13,500	Sept. 9th.
SEIYO MARU	14,000	Nov. 9th.

For full information regarding passengers, freight and sailings, apply to—

Y. TSUTSUMI, Manager,

King's Building. Tel. Nos. 2374 & 2375.

Agents at Canton:

Messrs. T. E. GRIFFITH LTD.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DEPARTURE	SAILING DATE
SHANGHAI, KOBE & YOKOHAMA	"PORTHOUS"	On or about 4th Oct.

MARSEILLES via SAIGON, SINGAPORE, COLOMBO, HAMBURG, PORT SAUD	"ANDRE LEBON"	On or about 12th Sept.
	"PAUL LECAT"	On or about 24th Sept.

ALL STEAMERS Fitted with WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

R. BODENEUSER

Agent, Queen's Building.

Telephone 740.



TRANS-PACIFIC FREIGHT SERVICE

Operating the following U.S. Shipping Board Steamers

For SEATTLE, TACOMA, VICTORIA, VANCOUVER

(Calling at Shanghai and Kobe).

"CROSSKEYS" ... About Sept. 25th.

"ICONIUM" ... About Oct. 6th.

For PORTLAND direct.

(Calling at Shanghai and Kobe).

"WAWALONA" ... About Sept. 11th.

"MONTAGUE" ... About Sept. 18th.

For SEATTLE.

(Through Seattle of 1924) subject to official changes.

For further particulars apply to—

THE ADMIRAL LINE.

Telephone 2477 & 2478. Fifth Floor, Queen's Building.

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE

Operating the new first-class steamers

"ECUADOR," "VENEZUELA" & "COLOMBIA."

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

THE SUNSHINE BELT.

The most comfortable route to America and Europe.

SAILINGS FROM HONGKONG AT NOON.

U.S. SHIPPING BOARD VESSEL

FOR SAN FRANCISCO.

HONGKONG-CALCUTTA SERVICE.

Cargo accepted on through Bills of Lading to all points in the United States and Canada, also through Bills of Lading to Baltimore, Havana (Cuba) and South American ports.

For further information apply to—

PACIFIC MAIL S.S. CO.

Hotel Mandarins, Cable Address "SOLANO."

Telephone 441.

